

The Morris Gazette

British Motoring Club - New Orleans

July 02

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***BMC-NO is
affiliated with:***

North American MGB
Register (NAMGBR)
and
Vintage Triumph Register
(VTR)

If you are a member of
these or any other
national register or club,
please let us know.

Inside this issue:

[Calendar \(click here\)](#)

[Minutes](#)

[Officers \(click here\)](#)

[5th Annual Richard Wolf
UnCar Show](#)

[New Orleans Racing
Drivers Assoc.](#)

[Mystery Cruise](#)

[Wiring Harness](#)

[NAMGBR Trip](#)

[Driving British Update](#)

[Mr. Goodspanner
Updates](#)

[For Sale](#)

[Membership \(click here\)](#)

[Club Regalia \(click here\)](#)

President's Message

Congratulations to Roger Gibson on another great event. The "Mystery Cruise" turned out to be a 60-mile jaunt up the River Road while identifying various landmarks and Plantation homes for a prize.

After many years as "just a member", Roger returned to the Board this year with much enthusiasm and many ideas. We have already instituted some of his suggestions and he is working on more.

This is the kind of thing that keeps a club alive. Too often a club slumps into a stalemate with the same few people playing musical chairs on the board and rehashing the same stale ideas.

Although elections are a few months away, I urge anyone interested in being more involved to make it known to one of the officers before nominations. I guarantee you will not hurt anyone's feelings if you want to run against them for an office, it would be welcome and could add some excitement to our otherwise boring elections.

I have been pleased with the attendance at our events this year. A lot of members volunteered and helped at the car show. The number of British cars at events and meetings seems to be up this year, even when we have a threat of rain. This is all good.

Keep those British cars running and on the road. The cars seem to like being used, and you will like using it.


Harold O'Reilly

IMPORTANT NOTICE TO MGB OWNERS!

Our club receives its liability insurance via our affiliation with NAMGBR, the North American MGB Registry. We must maintain a certain percentage of NAMGBR members in our club to remain affiliated. If you own (used to own, or would like to own) an MGB, please join NAGMBR,

then tell the newsletter editor, Cathy Greensfelder. (She's the keeper of the membership list.) NAMGBR dues are \$25 and the newsletter is worth it.





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June 25 Minutes

The meeting was called to order at 7:25 by club president Harold O'Reilly.

Harold announced that club member Richard Denneau passed away on Saturday June 20, 2002. Richard had been a member of the club since 1992, actively participated in all areas of club activities. He served three terms as Member at Large and was a member of the Car Show committee for many years. He will be missed. At the time of the meeting, funeral plans had not been finalized. Harold circulated a sympathy card for members to sign.

New members Mike Baker (90 Jag XJS) and Tom Miller (Sunbeam Alpine) were introduced.

Winston Landimore of "No Problem Raceway Park" in Belle Rose, LA (near Donaldsonville) and Monty Shalett of the New Orleans Racing Drivers Association (NORDA) spoke to the club about the new raceway. The park has a 1.8 mile road race circuit and a drag strip. The Raceway has drag racing, "Kart" racing, motorcycle events and six road race events - the Grand Bayou Race Series - scheduled for this year. The next road race events are scheduled for Sat. June 30, Sat. August 10 and Sat. September 21. The raceway is about 45 miles from New Orleans down some lovely two-lane highways, just about perfect for a nice outing in a Little British Car! Monty invited everyone to join NORDA, which meets most Thursdays for lunch at Ragusa's on Severn. (see article p. 4)

Butch Frutos reported on Catfish Charlie's. 34 people attended. The food, as expected, was good and plentiful.

Roger Gibson explained, or rather didn't explain about the Mystery Cruise, which would be starting from Lakeside Mall on Sunday July 14. Next year's Car Show date is set for Saturday, March 22, 2003 at Delgado.

Cathy Greensfelder won the 50/50 at \$14. Mike Brown won a Triumph book. Cort Musgrave and Butch Frutos won flasher switches. §

5th Annual Richard Wolf UnCar Show is Coming Up!

The 5th Annual Richard Wolf UnCar Show will be held Sunday, August 11, at the Tap Room in Covington. It's too hot to do anything outside, so dispense with the car cover for the next couple of weeks and just drive your car. Leave the waxing till September and take it easy! All full members who bring a British car to the UnShow get a ticket for a free meal for the driver and one passenger. By the way, the Tap Room is air conditioned. Once your car is parked, you can go inside!

For those of you who have never participated, the UnCar Show is for the cars that don't win in the British Car Day show in March: all the daily drivers, "before" cars and Concours d'Elegance wannabes!

Certificates are awarded by a panel of "experts" – the club board of directors – in five to six categories, as warranted. Past awards have included the "Exxon Valdez Award" for biggest oil leak, the "Car Wash Award" for dirtiest car, and the "Duct Tape Award" for most ripped and torn convertible top. And, of course, the most coveted award: the Goodwill Trophy. Named after the thrift store, this traveling trophy is presented to the owner of the car that the judges deem most in need of total restoration. Past winners have included Charlie Ake's rubber bumper MGB (it came on a trailer, missing its engine, top, seats and interior), Mike Anderson's TR3 (he has since popped out the big fender dent and but plans to make a run for the first repeat win if his employer will let him off work that day), Allan Bradley's chrome bumper MGB (BEFORE the body work, paint job, carpeting, door panels, top...) and Karl Keiger's Rover 3500 (the judges had to brush the leaves out of the way to see the rust). Come join the fun! §

New Orleans Racing Drivers Assoc. by Monty Shalott

Do you like car racing? Welcome to the New Orleans Racing Drivers Association - it's not just for New Orleans racers any more though - if you live anywhere near New Orleans, you will want to visit <http://nordalist.tripod.com> to find out what is happening at No Problem Raceway Park (NPRP) and with clubs in the area.

Before June, 2001, there was not one road racing facility between the Texas World Speedway in College Station, Texas and Road Atlanta in Gainesville, Georgia! Then Pat Joffrion and Phil Acosta put the first asphalt down on the Grand Bayou Circuit to go with their state-of-the-art 4,000 foot dragstrip known as the NO PROBLEM RACEWAY.

That's why we created the NORDA NEWS and the NORDA WEBSITE. The NORDA NEWS goes out every week to drag racers, road racers, motorcycle racers, bike racers - and the website welcomes all, here and at our lunches*. Stay posted with the NORDA NEWS!

There are other area and national organizations, each with a specific purpose or goal. NORDA

is the local gathering and news place. NORDA's objectives are simple - we believe in the future of motorsports in South Louisiana. By building an effective cross-sport group, we intend to rapidly network to get our message out to a larger audience of people who will support motorsports at the grassroots and at the corporate and public level. Besides, if you are a racer, you'll enjoy it! We invite you to visit us over lunch (every week*) or attend an event. Our members are more than happy to answer any questions you may have about motorsports in general or the sport you are interested in, about NORDA, the NEW RACETRACK, and how you can join. §

*Ragusa's 3363 Severn, Metairie. For more information, contact mshalett@attglobal.net

Mystery Cruise by Roger Gibson

After a very stormy morning, the sun came out and so did the British Cars for the First Annual Mystery Cruise.

Thirteen British Cars left Lakeside Shopping Center, more or less on time, and headed for the River Road in Kenner. Once everyone was there, off we went for the adventure. There were definitely some "sport car curves" to navigate (at a safe speed) and some questions to answer along the way.



Each car was provided 8 photos and they had to identify, without stopping, the various landmarks along the way to Hymel's Restaurant in Convent, La. The trip took a little longer than I had planned but the folks at the restaurant were ready for us with a private room. One waitress took care of all 22 of us with first class service, hot food and cold drinks.

Bob Barback won the \$10.00 drawing. He drove his Austin Healey, top down all the way. Sally and Bill Breithoff had the most correct and accurate answers to the quiz and went home with a nice book type map of the state of Louisiana.

After dinner we all headed for the I-10 for a speedy drive home. I think some of the group stopped at the Morning Call for Coffee but Carol and I headed home as my back has been hurting lately. §



Found when surfing on web:

www.convertibletopguys.com They list tops for almost any car made at very good prices. I don't know anyone that bought from them yet, so if you do, let us know about quality and fit. Harold O'Reilly

Wiring Harness—Other Things to Consider by Mr. Goodspanner

Installing a new wiring harness in your older British car is a very good idea. You will find that new harnesses, although “as original”, have been updated. The vinyl insulation is superior and some wires are of a heavier gauge. Done properly you will no longer have electrical failures, intermittent or not. But only if you do it right the first time.

If you have a need to be economical and your old harness is covered with braided cotton fabric, you can usually purchase a new harness covered in vinyl tape. It will just not be as original.

The harness must be complete. The main harness assembly for older cars is usually complete. Newer cars have a main harness and one or more sub-harness. For example: a dash harness and a rear harness. Purchase all the necessary harnesses to do a complete and proper job. Headlamp harnesses are not included with main harness assemblies. New headlamp harnesses are made with heavier gauge wires. Purchase them separately.

Harness may come with some new rubber sleeved connectors, but never with all of them that are needed. Obtain the necessary single and double connectors. Some harnesses require the use of connectors that take five or six wires. With the latter, some connect all the wires together electrically and others do not. If you cannot locate the proper multiple connectors as new, you can do the following: Push all the metal parts out of the old rubber sleeve. Replace them with new metal parts from new single connectors.

The metal used inside of the original connectors was brittle and over time cracked. Over half of the old connectors that I inspect are cracked. Replaced all connectors with new ones. You will find that the metal used in the new connectors is twice the thickness of the old ones. If when inserting a bullet into an old sleeved connector, it goes all the way in but does not “click” into place, the metal is cracked. You can book on it!

Grommets! Purchase all the necessary rubber grommets. These protect your new harness from chaffing against the metal of the holes in the body of the car through which they so often must pass.

Those clips that hold your new harness in place should be replaced as well. They will be rusty and may crack when you open them to remove the old harness. Plus, they will look like hell next to that pretty new wiring harness.

Some cars use bullets to terminate wires that are soldered to the ends of the wires. Some use bullets that are designed to insert stripped wire into and bend the bare wire back over the connector before inserting into a loop of metal. You may need a supply of both types depending on the age of your car.

I recently installed a new wiring harness in club member Frazer Rice's MGA. It took me three

days to complete the job, but everything was done correctly. Do the job right the first time and you will be happy with the results. Short cuts will put you on the side of the road every time! §

bmcno@i-55.com

11th Annual NAMGBR Convention by Susan Bradley

Allen and Susan Bradley, and Bill and June Harris drove 9 hours on the 4th of July to Grapevine, TX, located on the western side of Dallas. The car show was held on Saturday July 6th in the parking lot of the Hilton DFW Lakes. The parking lot was very hot, but the air-conditioned hotel was close at hand. The car show was from 9 - noon with ballots due in at noon. The awards were held at 6:00 followed by a dinner-dance-entertainment social.



There were a lot of activities before the car show. The festivities kicked off for us with a barbecue and fireworks display on lake Grapevine on the 4th of July.



Our three days stay was taken up with day and night rallies, self guided tours through the old town of Grapevine, (Grapevine TX is home to many wineries and tasting rooms) and Olympics (similar to our Funkana).

Bill and June toured Dealey Plaza, the Sixth Floor Museum, and the Farmer's Market in Dallas. Allen and Susan toured the Fort Worth Stockyards and the Main St. of Grapevine. This was a great city to visit with many opportunities for sightseeing.

There were tech. sessions inside the hotel on various topics. Rolling tech sessions in the parking lot were held by John Twist of University Motors. Allen's 70 MGB was treated to this free diagnostic session. The valves were adjusted and now Allen knows how to properly do it. Allen was very excited about this and the MG runs so much better!



Bill Harris' 1980 MGB LE took 2nd place out of 12 LE's. He was very excited about this. Bill said he has never seen so many LE's in one place. Allen's flame red MG was in a group of 9, with years 1970-72 recessed grill category.

We really enjoyed this trip, even through the heat and long drive. We are already talking about the NAMGBR 2003 convention to be held in St. Louis next year. We would love to have some more of our MGB friends join us. §

Driving British Update by Dave Hayden

In the two months since I last wrote, the TR6 wiring harness has been replaced. Old yeller now has a 100% working electrical system. Trunk light! Glove box light! I installed a small interior light at the back of the drive shaft tunnel as original. I also added an additional light in the top of each foot well. You can actually see to get in when it is dark. I spent about 24 hours total on disassembly, harness replacement, switch repair, and reassembly of everything. I still need an original emergency flasher rocker switch but have fitted an after market one. If any one has an extra "clear hooters" brand four terminal rocker switch I am looking for one. They are available but at \$120.00 I think they are overpriced. I received the clutch return spring for the mini but still have clutch problems. I have a master cylinder rebuild kit here now, but have not put it in yet.

I have spent a lot of time on the `67 TR4A body lately: both new floors are in place, both fire walls have had the lower half replaced, the battery shelf has been replaced, and all other welding is finished. When I bought the car it had been wrecked and poorly repaired on the right front corner. That has all been taken apart and repaired properly. All interior and exterior chrome has been gone thru. A trip to Baton Rouge Scenic Platting will determine replace or rechrome. All six interments have been cleaned, lubed, and checked/repaired/ retouched as required and are put away for later. Next I have some rust control and sealing to do. I will be out of town 6 of the next 8 weeks, so I don't expect to get into the paint booth until after the Funcana. Which by the way has a firm date: September 22, 2002 at Tangier Mall.

Yesterday, 7-06-02 I gathered my TR3, TR6, TR8 along with Joe D'Aquila's TR6 and Bill Karam's TR6 from Franklin. Joe's wife and son and Bill's wife and son joined our family and friends on the front yard track. All had a great time. See photo.

At my last writing, I was three cars down, one car up. I am now three cars up and one down. Not a bad two months. §

Updates by Mr. Goodspanner

Re: The Engine That Wouldn't quit!

Changing the alternator on club member Charles Ake's late model MGB only seemed to fix the problem of the engine continuing to run after the ignition key was turned to the off position. The problem has come back! It's got to be a faulty relay.

Re: The Unique Manifold

The unique manifold has been installed on Charles Ake's MGB. Everything worked out fine.

Maybe even a little increase in horsepower to boot!

For Sale

51 Rolls Royce Silver Wraith Park Ward Saloon. (Limo) Stored 7 years, just needs cleaning and starting up. Asking \$30,000. Ed Stein, Comfort, Tx onestein@hotmail.com (830) 995-4001 (7/02)



75 Jaguar XJ6C - Rare 2 door hardtop coupe. Excellent condition, used regularly. Rust free California car. British Racing Green w/ biscuit interior, refinished dash, new headliner. Class winner at BMCNO show & Jaguar Concours winner. \$10,500 or reasonable offer. Dan Melesurgo (504) 391-3227 evening, (504) 728-4812 day. DMKMMelesu@aol.com (6/02)

73 MG Midget, Burgundy. Body & top in good condition. Interior fair condition. \$1500 Located Clinton, MO. (outside Warrensburg, MO) Carolyn Southers (660) 885-4598 Home, (816) 544-2434 Cell (6/02)

73 Triumph TR6, fully restored, gun-metal gray, electric overdrive, runs like a champ. Must see to believe. Butch Frutos 504-885-4285

74 1/2 MGB-GT (rubber bumper) runs good. \$4,500 George Barton (504) 469-7221 (5/02)

76 Midget. 61,000 miles, new top, tire, clutch, runs great. Original paint & body. Andy Cicero, Perdido Key (Pensacola) (850)455-5206 cicero111964@aol.com (5/02)

77 MGB rolling chassis, good floors and rockers, with title, \$100 John Roper, 985 893 2413, vscjohn@huntnet.net (5/02)

PARTS:

72 Convertible Frame. Needs some screws. Complete & usable \$25.00 Mitch (504) 261-5277 (6/02)

MGB front fenders, rust free, LH \$65, RH \$85; RH door \$50; MGB lamb's wool seat covers \$25. TR7/8 seat covers, heavy cord material, \$20. John Roper, (985) 893 2413, vscjohn@huntnet.net (5/02)

Newsletter Submissions

Electronic submissions are greatly preferred. Email to MorrisGazette@cox.net or bring a diskette to the meeting. (MS Word or plain text preferred.) Bring written articles to the meetings, or mail to P.O. Box 73213 Metairie LA 70033

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